

REMARKS/ARGUMENTS

Claims 1-9, 14-22, 27-29 and 34-45 are pending in the application.

By the present Amendment, all of the independent claims have been amended to more clearly recite that the amounts of the first fuel and the second fuel delivered to the multiple fuel engine are controlled such that an operating speed of the engine is maintained below a governed speed of the engine. Basis for the amended claim language is provided in the specification, for example, in paragraphs [0034], [0035] and [0065], and Figs. 1 and 12.

Claims 4 and 45 stand rejected under 35 U.S.C. § 102(b) as allegedly being anticipated by Brown et al. '800. According to the Office Action, Brown et al. '800 discloses a method for enabling a substantially constant total fuel energy rate within a dual fuel engine including: inputting operating characteristics of an engine system to an electronic control unit; determining governing characteristics for multiple fuel operation based on the operating characteristics; and controlling amounts of the first fuel and the second fuel for delivery to the engine based on the governing characteristics.

Claims 1-9, 14-22, 27-29 and 34-43 stand rejected under 35 U.S.C. § 103(a) as allegedly being unpatentable over Brown et al. '800 in view of Wong '242. According to the Office Action, Brown et al. '800 discloses all of the claimed limitations except means for communicating with the engine system by a data link. Wong '242 is relied upon as teaching a dual fuel engine having multiple dedicated controllers connected by a broadband communications link that includes the link between the liquid and gaseous fuel controllers.

It is submitted that the claims, as amended, distinguish over Brown et al. '800 alone, or in view of Wong '242.

Independent Claims 1, 21, 28, 41, 43 and 44 recite, in part, either means for or the step of controlling amounts of the first fuel and the second for delivery to the multiple fuel engine based on at least one of the operating characteristics, wherein an operating speed of the engine is maintained below a governed speed of the engine. Brown et al. '800 discloses a method for delivering liquid fuel and gaseous fuel to a dual fuel engine operating in a dual fuel mode including the establishment of a governor output value indicative of a total fuel energy rate desired to be delivered to the engine to maintain a desired engine speed. Brown et al. '800 does

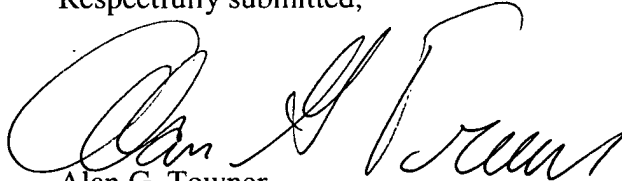
not teach or suggest the maintenance of an engine operating speed below a governed speed of the engine, as presently claimed. Accordingly, the claims are patentable over Brown et al. '800.

Wong '242 does not remedy the deficiencies of Brown et al. '800. Wong '242 generally discloses a control system for a dual fuel engine which utilizes a broadband communications link. Wong '242 does not teach or suggest the maintenance of an operating speed of the engine below a governed speed of the engine, as presently claimed.

Accordingly, it is submitted that independent Claims 1, 21, 28, 41 and 43, and the claims that depend therefrom, are patentable over the prior art of record. An early Notice of Allowance of this application is therefore respectfully requested.

In the event that any outstanding matters remain in connection with this application, the Examiner is invited to telephone the undersigned at (412) 263-4340 to discuss such matters.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Alan G. Towner", is written over the typed name.

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